

TECH BY CHRIS MAIDA

SPROCKET/ROTOR INSTALL

Bolting up Eurocomponents' trick kit

A SLICK CUSTOM NEEDS A SET OF COOL REAR brakes, right? And when you have a nice set of wheels on the bike, you definitely want to show them off. The way to get both results is by putting the rear drive and braking systems all on one side of the bike. Judging by the letters we received, quite a few of our readers liked the Eurocomponents kit that Kip Watkins used on our Shovelhead giveaway bike, so we figured an install story on this setup was in order. (By the way, check out the Shovelhead giveaway winner in Quoted & Noted.)

Eurocomponents is the exclusive USA distributor for Kustom Tech's sprocket-disc kit for rigid and softtail-style frames. This setup comes complete with brake pads and all needed hardware. The stainless steel, 51-tooth sprocket, which does double duty as the rear brake rotor, is available in the slotted design we're bolting on or with a drilled pattern. The billet aluminum two-piston rear brake caliper, which comes in a polished or black anodized finish, has its caliper mounting bracket built in. This setup, which

is available in left- and right-side versions, fits on all wheel hubs without a locating flange or pre-1999 wheels. However, if you want to install this brake setup on a 2000 and later wheel, you need to machine out the sprocket's center hole, which is now 1.9685". (This hole can safely be enlarged to 2.1260".) By the way, Eurocomponents also offers matching front calipers and discs.

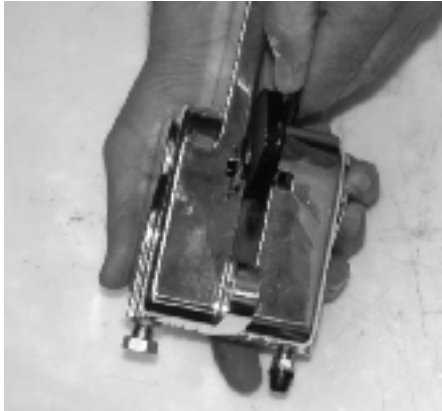
But before you dive into the photos and captions, here are some tips and tricks to help you with the install: On some spoke wheels, the caliper may hit the spokes. If this occurs, space the sprocket out from the wheel hub until the caliper clears the spokes by at least 0.060". Sprocket spac-



1 Our opening shot shows a Paughco rigid frame sitting on a jack, ready for us to install/mock-up a Eurocomponents sprocket-rotor rear drive/brake system.



2 Start by bolting the Eurocomponents 51-tooth sprocket to the wheel using the five supplied bolts with some blue Loctite on the threads. Use a 1/4" Allen socket to torque the bolts to 65-75 ft-lbs.



3 We prepare the polished two-piston caliper by slipping the two brake pads into their slots and bores in the caliper. Make sure the pad sides face in toward each other and the disc.



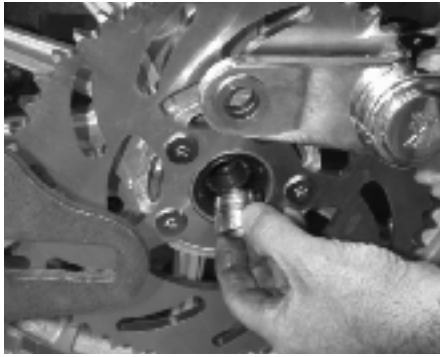
4 The Eurocomponents caliper is machined for a 1" axle, but we're using a standard 3/4" axle, so we must insert the two Euro-supplied axle spacers into the caliper bracket.

ers are available from most major motorcycle part distributors.

The brake pads may be difficult to get started in their caliper bores. However, they should move freely once in place. If they don't, remove some of the paint from the outer edges of the pads. The pads must be able to move smoothly in their bores in the caliper once sitting deep in the caliper bores.

Put a piece of wood under the wheel and/or a jack under the frame so you can make the wheel's axle hole the same height as the frame's axle slot. This will make it easier to install and remove the axle.

Clamp the anchor bracket to



5 To center the caliper on the rotor by making sure both gaps between the rotor and caliper are the same, we had to change the stock left-wheel spacer to one that's 1/16" longer.

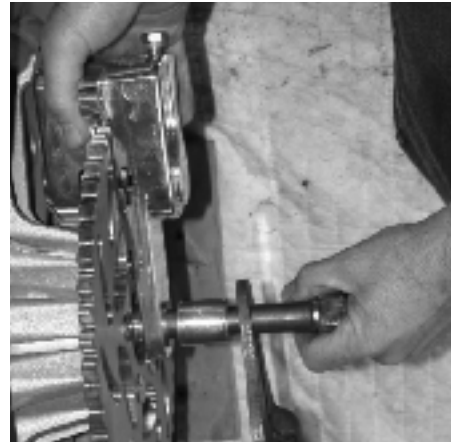


6 After finding the center point of the frame's rear cross member (it's by my thumb), we center the rear wheel in the frame and then measure the size of the gaps on both sides of the wheel.

the frame so that its slot is level and moving on the same plane as the frame's axle slot. You must have the axle slot and brake anchor bolt slots on the same angle so you can move the rear wheel to adjust the chain. Also, make sure you have the axle and the anchor bolt in the center of their slots when positioning the anchor bracket.

Once the anchor bracket is clamped to the frame in the correct position, mark the bracket so you can cut its bottom edge on the same angle as the frame tube. This will make it fit cleanly to the frame tube.

When it's time to bleed the



7 With our best guess at the left-side wheel spacer in place, we send the axle through the Paughco rigid frame, spacer, caliper bracket (with its two spacers in place), and wheel hub.



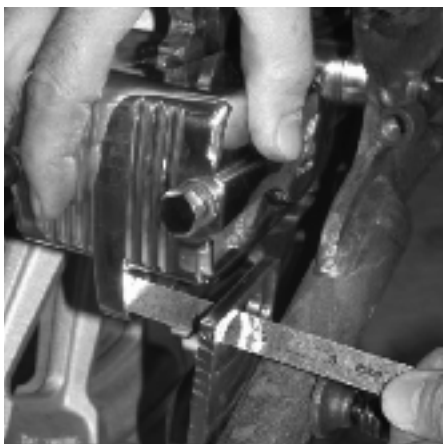
8 We then put the correct size spacer between the right side of the wheel hub and the frame. You should then truly center the rear wheel in the frame, using whatever method you prefer, and change the wheel spacers as needed.



9 The Eurocomponents caliper anchor bracket comes with a polished aluminum cover, which is held in place by a single Allen setscrew. Do not loosen the two Allen guide bolts on the cover.



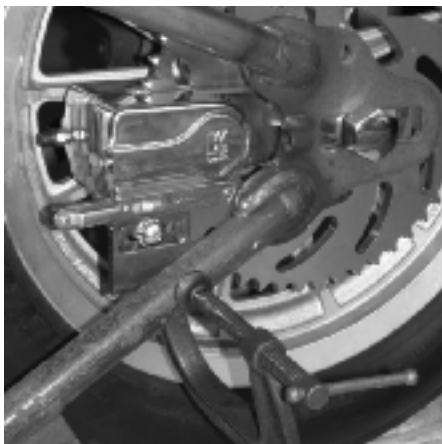
10 Use a C-clamp to attach the Euro-supplied anchor bracket to the frame so the bracket's slot aligns with the caliper's mounting tab hole. Be sure that the caliper is correctly positioned in the frame.



11 Measure the distance between the inner face of the anchor bracket and the outer face of the caliper's mounting tab. Our gap was too wide for the Euro-supplied bolt and spacer.



12 After getting the proper length bolt and spacer, use them to attach the caliper to the anchor bracket. If your gap is more than 1" wide, weld a steel spacer block to the frame to move the anchor bracket closer to the caliper tab.



13 After making sure that the frame's axle slot is level, clamp the anchor bracket to the frame and level it. This ensures that the anchor bolt can move in the bracket slot when the wheel is moved to adjust the rear chain.



14 Though we have not welded the tab onto the frame yet, we have installed the polished Eurocomponents cover onto the anchor bracket to show you what a finished install will look like. **AIM**

brake system during final assembly, do so before you install the caliper on the bike. You must hold the caliper's bleeder so that it's the highest point on the caliper and pointing straight up. Also, have a flat piece of steel about the same thickness as the disc/sprocket between the brake pads when you pump the brakes to bleed out the air; otherwise, you'll pop the pucks out of the caliper. Popping your pucks not only makes a mess, but they're a real pain to get back into their bores without damaging their O-ring seals.

That said, the accompanying photos show how to install a polished, right-side-drive kit (K0302L-P/\$795.22) on a Paughco hardtail frame using an old stock H-D mag wheel for the mock-up. If you use a mock-up wheel instead of the actual one you're going to run, make sure the hub width is the same on both or all your measurements will be wrong. All wheels are not created equal.

SOURCES

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